

LATER FROM NEW-ORLEANS.

Triumphal March of Our Army.

Opelousas and Washington, La., Occupied.

REBEL CAPITULATION OF BUTTE LA ROSE.

Guns, Small-Arms, Prisoners, and Stores Captured.

By the steamer Creole on Saturday, from New-Orleans with dates of the 26th, and Havana of the 27th of April, and the George Cromwell, from New-Orleans the 28th, which arrived yesterday, we have five days later news from the Crescent City. Capt. Post of the George Cromwell reports that the day he sailed from New-Orleans news had been received that Gen. Banks' army had taken Alexandria, near the head of navigation of the Red River.

Gen. Banks, on the 21st of April, occupied Opelousas and Washington, and the column was resting for the day at the latter place.

The want of horses for the cavalry was being supplied from the country round about.

Seven hundred horses had been brought into Opelousas.

The brig St. Mary, at New-Orleans, reports: "April 8, off Pass a l'Ouverture, was followed into shallow water by a schooner having the appearance of, and supposed to be, a pilot-boat, and got ashore. The schooner then kept away."

A correspondent of *The Era*, writing from Brashear City, under date of the 26th of April, states that the plantations in the neighborhood of Bayou Lafourche were all unharmed. The levees had broken down near Thibodauxville, and the water was rushing furiously over the whole vicinity. The flood was doing great damage at the railroad. It was fast undermining the stone ways walls and the stringers flowing over the track, rendering it dangerous for trains to travel over it.

The same correspondent states that the Confederates at Butte la Rose, on the Atchafalaya, sixty miles north of Brashear City, capitulated on the morning of the 26th of April.

The Calhoun, Arizona and Estrella had reached this point in the forenoon. They were fired at from the fort. The boats replied, and after one more shot was fired from the Mary T., lying near by, and another from the fort, the place surrendered. The Mary T. steamed off, pursued by the Clifton and Arizona.

The correspondent states that, with this place, there were captured over 100 rounds of artillery ammunition, several hundred pounds of powder, a small number of small-arms, one 32-pound gun, one 24-pounder, and 56 prisoners. The latter all belong to the Crescent Regiment, and are mostly from New-Orleans.

[Note.—Butte la Rose is on the Atchafalaya River, sixty miles north of Brashear City, and commanding the river. It is now almost entirely a swampy plain, where the river flows around it. Even the levee of the fort has a floating of thick mud. The prisoners taken were really delighted to leave what one of them termed the "last hole of hell." The same person remarked that we captured about four thousand musketballs to every square inch we took the place, beside an indefinite quantity of food and mud. A man died there recently by the musketry, the surgeon said, but the men were so tired that they were unable to bury him.]

The *New-Orleans Picayune* of the 21st ult., in commenting upon Gen. Banks' recent movements, says:

"The influence of this short campaign on Gen. Banks will be felt far and wide; it will be most cheering to the people of the North, and directly the opposite, of course, to the people of the South; and if the operations commenced so vigorously are followed up in the same manner, they will be of more importance than any attempted during the present war."

"It is undoubtedly a heavy blow against Port Hudson, heavier indeed than if it had been struck directly against that strongly fortified position, for it is aimed at the great depot of supplies—cut off this off, and there is no telling what the result will be. With Admiral Farragut's fleet at the mouth of the river, and a powerful army in Western Louisiana, the great highway to Texas is closed, and will remain so long as they have the ability to maintain their positions. To sum up the entire affair, it is safe to say that it has been a most disastrous ten days for the Confederates in this section of the country, and most fortunate for the forces of the United States."

"The events of the next month in this State will be most interesting as well as exciting, for it will be determined in that time which party is to hold possession of the greater part of this State during the next few months. That part now in possession of the United States forces gives them almost the entire control of the Louisiana seaboard; there is nothing left of it worth having, and an army at New Iberia is as near its base of supplies as if it were at New-Orleans."

ARRIVAL OF GEN. ULLMANN AND HIS BRIGADE.
Gen. Ullmann having completed the preliminary organization of his brigade, left New-York on the 10th, in the steamer Matanzas, with the officers of his command, and arrived here on Monday. The character of the organization is remarkable, not only in its purpose, but in the character of the men who have been selected as its officers.

Of the two hundred, or more commissioned and non-commissioned officers, nine-tenths have seen service in the field, and understand by experience the hardships of the march and bivouac, and the dangers of battle. Many of them were sergeants in excellent regiments now with Hooker and Dix.

Some were officers promoted or detached and assigned to the brigade from a preference for the regular service it is destined to perform. The personnel of the brigade is splendid. Tallier and more stalwart men are rarely seen, and in appearance and manner they have invariably shown themselves gentlemen.

Gen. Banks' Movements—Breaking of the Levee—Port Hudson to be Cut off—Capture of the Fox—The Republican Victories in the North.
From Our Special Correspondent.

NEW-ORLEANS, April 23, 1863.

Gen. Banks is pushing forward to Alexandria with great rapidity. A friend who arrived here this morning from Franklin gives me the following details relative to the movements of our army: The main force was at Opelousas on Wednesday morning, with an effective strength of 12,000 men. By the time of this date of my letter they are doubtless 40 miles nearer the Red River. The gunboats Calhoun, Estrella, Arizona, and Clifton on Sunday morning last commenced the bombardment of the fort at Butte la Rose, but the works were evacuated after a few shells had been fired. Fifty-four private and six commissioned officers were taken prisoners and conveyed to Algiers. Butte la Rose is 60 miles from Brashear City, and is situated at the northern corner of Grand Lake. Supplies for our forces now go to Vermilion by way of Grand Lake instead of by the Bayou Teche. Telegraphic communication with New-Orleans has been restored. Vast quantities of valuable stores have fallen into our hands. The property discovered and confiscated by Special Agent J. M. Hoyle is reported to be nearly one million dollars in value. This is certainly a large sum for a force of two hundred and fifty men to capture during the march from Brashear City to Franklin. Lieut. Col. J. G. Chandler, Assistant Quartermaster of the Corps, advises for sale any desired number of mules or horses. The 21st Indiana, Col. McMillan, has been sent back to Brashear City, their stage guns not being needed. The first garrison upon the route is at Franklin, where the 15th New-York, and 23d Maine are stationed, the 2d at New Iberia, and the 3d at St. Martinville. My disinterested information states that at the battle near Patienceville, in which Gen. Enry's division was engaged, the Major of the 175th New-York elicited unbounded admiration for his cool daring. He was the only field officer who remained unharmed during the action. Communication with the Corps was seriously interrupted on Sunday by a reverse in the levee of the Bayou Lafourche, near Thibodauxville, extending for nearly one mile, and flooding the country to a considerable extent. Orders were on Monday telegraphed to forward without delay to Brashear City all Quartermasters' and Commissaries' stores. The occurrence was purely the result of accident, and a large force of contrabands and citizens immediately lent their efforts to its suppression. As the water has now receded, for a considerable distance, Gen. Banks is doubtless intent upon cutting off the supplies and destroying the means of transportation of the enemy so snugly ensconced at Port Hudson. Should this object be successfully accomplished, the Rebel stronghold must necessarily be evacuated. The General is seemingly endeavoring to put to the best advantage the remaining period of service of his nine-months' volunteers. I am credibly informed that the time of discharge for nearly 30 regiments will expire in June. The hopes of the Rebels are based upon anticipated movements against our forces under Magruder from Texas and Kirby Smith from Arkansas.

In May last a very useful tug called the Fox was captured in a bayou near the Gulf by our forces. She was dispatched on the 11th inst. to the South-west Pass by Capt. A. N. Shipley, Assistant Quartermaster, to aid the Fulton in disengaging herself from the bar. The next tidings we were from the tug were that she had been captured by the Rebels, and that she had been sent making toward Mobile. The latest Mobile papers contain an account of her capture by Capt. Andrews and 18 men of that city, who left Mobile in a yawl and proceeded to Pass a l'Ouverture, when they boarded her while lying at the wharf. The captain of the Fox, named Walker, is supposed by Capt. Shipley to be an accomplice in her capture. He was once Lieut.-Commander of the gunboat Oregon.

You of the North but feebly realize the encouragement and joy given to the army, the navy, and loyal citizens, and the hopelessness engendered in the heart of traitors, by the glorious results of the Rhode Island and Connecticut elections. They are an omen of new-born energy, determination and patriotism on the part of the North. The gold market has a great weight with our citizen Rebels. Should the precious metal depreciate in price, no comments are volunteered by experienced men; but let it rise two per cent, and a vast importance is thereto attached. With gold at the present comparatively low rate; with the loyal pledges of the men of the Eastern States just expressed at the ballot-box, and with the generous reception extended to the Conscription law, the new national motto promulgated by Senator Chandler, seems to be the concentrated voice of the American people: Fight, fight, or exterminate! At the late election of Richmond's churches dazzled the eyes of Gen. McClellan with a false glare, have we apparently had each cause for congratulation, and for the firm trust that the old flag will soon wave from the Kennebec to the Rio Grande.

The Continental arrived on Monday, the George Cromwell on Tuesday, and the Clifton on Wednesday. The Rebel for New-York, was withdrawn; the Creole carries this letter, and the Columbia leaves on May 1.

order to give aid to the sick and wounded, or be subject to severe punishment. All at once complied with the order.

Col. M. K. Bryan of the 175th New-York is Provost-Marshal of Franklin. About 200 of the citizens have taken the oath of allegiance. The editor of *The Attakapas Register*, J. C. White, has taken the oath, and promises to publish his paper as a Union paper. Capt. Long of the 33d Mass. is Provost-Marshal of New-Iberia.

When our troops reached Franklin they found four had been selling at a dollar a pound, tobacco 50¢ per lb, shoes \$30 per pair, and a sheet of writing paper 25¢, and other things in proportion.

Cuthbert Ballist, Collector of Customs, announces that the emigration of late, under the pretense of going to Havana, has induced him to order that no clearances for passengers' baggage to foreign ports will be given, until passports given by the military authorities, and countersigned by their respective consuls, are presented."

Mr. Wm. H. Higgins, Assessor of Internal Revenue, announces that he is ready to collect the U. S. tax on cotton and sugar. And at last George S. Dutton, Collector of Revenue, advertises that the provisions of the law concerning Revenue Stamps will be enforced in this district; and that he has a full supply of stamps for sale.

NEW-ORLEANS, Sunday Morning, April 26, 1863.—8 a. m.

The steambot Union reached here this morning from above, bringing mail bags from the Richmond, and also one from Admiral Farragut on the Hartford. The Union reports all well above. I have no time to learn anything further.

UNION.

FROM SUFFOLK.
Casualties—The Hawkins Zouaves Coming Home—Suffolk Still Invested.
From Our Special Correspondent.

SUFFOLK, April 30, 1863.

My last brought the list of our killed and wounded up to the 26th. Since then the following names have been reported: 26th—A. J. Foss, 13th N. H., stomach; Felix Malley, 9th N. Y., leg, slightly; John Brady, 9th N. Y., arm, slightly; T. A. Wescott, 13th N. Y., thigh, flesh; and 27th—John Humphrey, 6th Mass., hip, slightly; and John W. Davis, 6th Mass., chest, slightly. 20th—Geo. B. Whitney, 6th Mass., chest, flesh.

On Tuesday two of our transports passed down the river, and about five miles below here they were fired upon by three Rebel batteries. Gen. Getty is in shot did any damage, however. Gen. Getty is in close proximity to them, and he is vigorously disposing of his veterans in such a way as will checkmate any of the enemy's designs in that direction. His vigor and success are such as I hope to see continuations.

The 9th N. Y. (Hawkins Zouaves) will be mustered out at the expiration of their two years' efficient service on the 4th inst. Col. Hawkins will retire with great honor, and had he a military ambition he might rise high in the service.

It is quite confidently believed that the Rebels are erecting earthworks on our front, under cover of the woods. There are certainly appearances of the sort from prominent places; but if it is so, we are uninitiated as to a loss to account for the absence of shelling on our part. We have guns of sufficient range to reach the places where they are supposed to be, and to prevent the enemy from flushing them. It is quite doubtful whether the system of fortification, which is now being adopted, unless our commander has deeper designs than the most of us can penetrate.

We have now lost 20 killed and 90 wounded, of whom perhaps 10 have died, and the enemy has been before us three weeks, with scarcely a moment's cessation in firing. At this rate, how long will it take to reduce Suffolk? Oh, if 17,000 men three weeks before Gen. Foster with 1,200 men, and went away without accomplishing anything, how long will it take Longstreet, with double the number, to whip a force more than thirty times as large behind works ten times as strong?

The most actual system prevails in all departments. The railroad is managed to perfection. The Quartermaster's department is conducted by Capt. Dodge with efficiency, and the other details, though generally looked after by young men, are promptly and handsomely attended to. I ought to mention especially the medical department, under Dr. Hand, Medical Director; it is a model of courtesy, efficiency and dispatch. To me it is astonishing how rapidly and how well the sick and wounded are taken care of, and how little engagement and how little friction is seen or felt.

THE ESCORT RUNNING THE BLOCKADE.
Quartermaster Robert H. Eldridge arrived at this point on Friday night on board the transport steamer *Esport* from Newbern. At the time the *Esport* (now brought here for repairs) ran the blockade on Pamlico and Tar Rivers, Mr. Eldridge was on board and participated in that heroic and successful enterprise.

The *Esport* started from Newbern with five hundred men, ammunition and rations for Gen. Foster's army, then hemmed in at Washington by a strong Rebel force. After passing through the obstructions, and when within two hundred yards of Hill's battery of four guns, the Rebels opened fire upon the vessel, but failed to hit her. The firing was continued until the *Esport* came within the range of a battery of eight guns at Rodman's Point. Sixty-five shots were fired without effect. Two or three hundred sharpshooters in the tree tops on the shore and in rifle-pits, kept up a constant fire, but the vessel passed up to Washington where she was received with demonstrations of delight by the half-starved garrison. Washington is only two miles distant from Rodman's Point, and the Rebels threw their shot about the ship, but without injury.

After trying to get through all day and all night (including the vessel at night), the *Esport* was forced to anchor at night. In the morning, at 5 o'clock, the gullat ship turned her prow toward Newbern. In ten minutes from the time she started, the pilot (although warned of the danger) raised his head above the masts of the *Esport* and was shot by a Rebel sharpshooter. At this moment the *Esport* was exposed to the hottest fire from the battery and from the sharpshooters. After the pilot was killed our informant, Mr. Eldridge, went to the forecastle of the vessel in pursuit of a negro pilot and brought him to the helm; but the poor fellow was unacquainted with the channel and could render no service. Henry Gallup, who had been left in charge of the pilot after William Patrick, the pilot, fell, resumed his post at the helm. Mr. Eldridge, Chief Engineer John Rose, with his own hand, and proceeded to Hill's Point, where the Rebels kept up a brisk fire, hitting the pilot house and knocking down Henry Gallup, who was attending the helm. The vessel was going at the rate of about twenty knots an hour—passed through the passage in the obstructions, striking first on the starboard side against the pilot house, and then on the larboard side, without stopping. The fire continued until the *Esport* reached within range of our gunboats. Among others who deserve honorable mention in connection with this deed of noble daring are Chief Mate Joseph Dennison, 2d Mate Charles Strong who heaved the lead, and whose cast was torn by the fragments of shell, Chief Engineer John Rose, who accepted his perilous duty of danger, and Assistant Engineer William Rose, who stood there with his life in his hand. One hundred and sixty-nine shots were fired at the *Esport*, less than 20 taking effect. One shell came through the galley, bursting in the gangway, and entering the crank-room. A negro (Charley), a brave fellow, had his arm shot away while in the bottom, had occupied Morris' gun about 3 o'clock on the preceding afternoon. Their appearance was very sudden and unexpected.

The *Esport*, which was in session, had barely time to escape. Senator Willey got away. Col. Boyer says their horses were very much jaded. It seems pretty certain that the force is the one, in part at least, that was at Oakland the day preceding, they having come across by Kingwood. They burned the bridge over Young River, about a mile west of Oakland, also the station at Cranberry Summit.

Dispatches were received stating that two or three bridges had been burned near Manassas by guerrillas from the surrounding country. Later in the evening, communication was had with Col. Mulligan at Grafton, and Col. Wilkinson at Clarkburg. Col. Mulligan said his position at Grafton was secure, and that he had sent force sufficient to make Fairmount safe, although it was threatened.

Late in the evening a lot of engines which had been lying at Cameron came in. Some of the citizens who came on them reported a great deal of excitement there, occasioned chiefly by reports from this city that the enemy were at Waynesburg. They reported, however, that a bridge was burned this side of Burton, where a few cavalry were seen, about 20 miles east of Cameron.

STILL LATER.—At 10 o'clock a dispatch from Grafton announced that at 2 o'clock p. m., a Rebel force, estimated at 4,000, suddenly appeared at Newburg, a station thirteen miles east of Grafton, turned the line company shops there, and came down to Independence, a mile below, destroyed the bridge there over Three Fork, and disappeared in the direction of Morgantown. Whether they were really going was a matter of conjecture.

FROM HAVANA AND MEXICO.
Arrival of the Steamship Creole—Further from Mexico—Losses at Puebla Heavy on Both Sides—The Battle Still Raging.
We have received the following by the steamship *Creole*, which arrived at this port on Saturday morning:

HAVANA, Monday, April 27, 1863.

The reports which I sent you in my last letter in regard to affairs in the Mexican Republic have not been confirmed by the French steamer *Louisiane*, which arrived at Santiago de Cuba on the 22d inst. The *Presencia* of this city published on the 25th inst. the following:

"We have just received a telegraphic dispatch by way of Puerto Principe, dated the 24th inst., at 9:55 p. m., in which we are told the *Louisiane* has arrived from Vera Cruz with dates to the 16th inst. The battle at Puebla was becoming very bloody and the losses on both sides were heavy."

The Rebel steamer *Nita* left on the 25th inst., but returned on the 26th.

The English steamer *Laban*, from Matamoros for Liverpool, with cotton, put in here on the 24th inst. for provisions.

12 m.—A Rebel steamer is just coming in. She is supposed to be the *Eugenia*, loaded with cotton.

The Contest in Puebla—The Success of the French Doubtful—The Rebel Steamer Nita—Arrival of an English Steamer from Matamoros.
HAVANA, April 27, 1863.

The utter absence of news places me in a quandary. From Mexico we have no later dates than I sent you in my last, viz, April 16, from Vera Cruz. The French steamer *Louisiane*, of the St. Nazaire line, arrived at Santiago de Cuba on the 22d, with the same dates I refer to above, but with this difference, that the news published by the *Diario de la Marina* (Havana) which I translated is not confirmed. That journal pretended to get it from "two passengers," who left Puebla on the 3d inst. The *Presencia* published on Saturday the following:

We have just received a telegraphic dispatch from Puerto Principe, with yesterday's date (24th) at 9:55 p. m., in which we are told the following: "SANTIAGO DE CUBA, April 22. The *Louisiane* has arrived from Vera Cruz. The *Diario de Santiago de Cuba* publishes news up to the 16th of April, and at this date the taking of Puebla was not known in Vera Cruz. The fight was becoming a bloody and well-contested one. Losses of considerable magnitude were being inflicted on both sides. In my last I said that the story seemed a patched-up one, and was not generally credited. It may have happened, but it was not known on the 16th in Vera Cruz."

The Confederate steamer *Nita* sailed on Saturday but returned yesterday. Various reasons are assigned by Dame Rumor—one that her coal was discovered to be unserviceable; another, that she saw a whale, and still another, that the whale had side her and caused her to stop. The whale story seems the most credible, though I am told she had anthracite coal, which may not have burned well in her furnaces, and this reminds me that our Government is defrauded and deceived by vessels coming from your port, particularly by the English steamers. Merchants of all kinds and ships from New-York are here, and have been given that they shall be landed here for consumption &c. These goods go directly back to Nassau, sometimes not being even landed here. Last month the British Queen brought off to which were inspected in the launches and then hoisted back again and taken to Nassau. The same thing almost happened again this month, though this time the goods were landed, but were inspected in a special launch, and then re-shipped.

I have been trustworthy informed that a large part of the cargo of the *Stoneval* Jackson passed through these processes, and if she were to be examined now her cargo would bear New-York marks. A man by the name of Dever is employed in this business, and there is a mercantile firm in this city also engaged in like trade. The chief partner is now in your city making purchases.

The weather here has been quite warm lately, though there have been as yet no cases of yellow fever. The city is generally healthy.

The famous English (H) steamer *Laban* put in on the 24th for provisions, en route for Liverpool, loaded with cotton from Matamoros (alias Brownsville). There have been no Rebel arrivals or departures since my last, save the *Nita*, referred to above.

Prisoners from Newbern.
On Saturday the steamer *Albany* arrived from Newbern, bringing eleven men who recently belonged to the Rebel army. Their names are Wm. Clemmens, James Clemmens, Wm. Chamber and John Wilson of the 8th Virginia Regiment; Wm. Gray and Edmund A. Davis, 1st Regiment Virginia Artillery; Merritt Stark and Christopher Rhoades, 5th North Carolina Regiment; Henry P. Snyder, 5th Virginia Regiment, and Jesse Freeman, 4th North Carolina Regiment. These men came into camp at Newbern about a week since and voluntarily surrendered themselves. Clemmens and Chamber state that they were pressed into the service while passing from Virginia into Kentucky for the purpose of joining the Union army under Rosecrans. They declare that they were always for the Union, and express a desire to join the division under Rosecrans. Wm. Gray volunteered when the war first commenced, served eighteen months, and was afterward compelled to serve as a conscript. H. P. Snyder was also a conscript; indeed they all profess to be opposed to the Rebellion, but were compelled to join the Rebel army. They are at present in the custody of the Provost Guard at the Park Barracks. Like all the prisoners brought here from the Rebel army, their dress is seedy, shabby and as many-colored as the coat worn by Shabb.

Seizure of an American Schooner by the Rebels in a Mexican Port.
By the arrival of the British brig *Hannah*, which left Matamoros, Mexico, on the 24 of April, we learn that the schooner John L. Gerety, from New-York, with a general cargo, had been seized by the Confederates after she had been entered in the Custom-House, and run over to the Texas side, where her cargo was discharged. The Mexican authorities immediately claimed her, when the Confederates tried to compromise matters with the Captain, but he was inexorable, and would have nothing whatever to do with them. He put in his claim for \$60,000, and it was deemed probable that he would receive it.

John Corvado or the Hon. G. A. Grow, it is said, will be the Union candidate for Governor of Pennsylvania.

The Court, which was in session, had barely time to escape. Senator Willey got away. Col. Boyer says their horses were very much jaded. It seems pretty certain that the force is the one, in part at least, that was at Oakland the day preceding, they having come across by Kingwood. They burned the bridge over Young River, about a mile west of Oakland, also the station at Cranberry Summit.

THE INVASION OF WEST VIRGINIA.

The Damages to the Baltimore and Ohio Railroad.

Our Guard Driven from the Monongahela Bridge.

THE BRIDGE DESTROYED BY THE REBELS.

Col. Mulligan Said to Have Lost 250 Men.

WHEELING, April 29, 1863.

The Rebels have moved from Morgantown to Fairmount, on the Baltimore and Ohio Railroad, which place they occupied this morning.

The news to-night is that they attacked our force defending the splendid bridge over the Monongahela, a mile east of Fairmount, beat them off, and destroyed the bridge. This bridge was the finest on the entire road. They captured four companies of militia at Morgantown, and killed seven men. Troops are moving out to the scene of action. Parkersburg is believed to be in danger from Rebel forces approaching in that direction.

News Received in Philadelphia.
PHILADELPHIA, Saturday, May 2, 1863.

Intelligence from Western Virginia has been received. All of Major Sheveller's command of the 6th Virginia Regiment—600 men and four pieces of artillery—arrived at Pittsburgh in a special train from Uniontown, via the Connellsville road, at 2 o'clock this morning. They left immediately for Wheeling by boat.

The military authorities seem convinced that Wheeling is the object of attack, and troops are being concentrated there.

The reports state that Mulligan lost 250 men taken prisoners, but escaped with his artillery.

The Rebels at Fairmount are said to be 12,000 strong.

The Baltimore and Ohio Railroad.
BALTIMORE, Saturday, May 2, 1863.

We are now able to report positively that the crisis with the Baltimore and Ohio Railroad is past. The Rebels have all left it, moving southward, and our military forces, in great strength, are following and endeavoring to intercept them.

The extent of the injury done to the road is now known. The line is intact, from the Monongahela River, three hundred miles distant, to Baltimore. The damage to the main stem is confined to the large iron bridge, one mile east of Fairmount, and to five unimportant bridges within thirty miles west of it. Three bridges on the Parkersburg branch, within twenty miles of Grafton, were also destroyed. The track is unimpaired, except at these bridges.

The telegraph lines are all fully repaired and in use. The bridges will all be renewed within five days—temporarily, but effectively.

It is expected that all the regular passenger trains will be resumed on Monday next, and the freight trains also. The passengers and freight will possibly have to be transferred, for two or three days, at the Monongahela Bridge. It is thought that the Parkersburg line can be put in full order by Tuesday or Wednesday next.

Fight at Greenland Gap.
The following dispatch was received on Tuesday from Gen. Kelley by Lieut.-Col. Chesborough, of Gen. Schenck's staff:

GREENLAND GAP, HANDBURG COUNTY, Va., Tuesday, April 28, 1863.

To Lieut.-Col. Chesborough, A. G. O.

The affair at this place on Saturday was one of the most brilliant since the opening of the war. Greenland Gap is a pass through the Knobley mountain, only wide enough for the road and a small mountain stream. This Gap was guarded by Capt. Wallace, 2d Illinois, with a detachment of Company G, 2d Illinois, and a small detachment of Company H, 13th Virginia Infantry. Capt. Smith, in all between 70 and 80 men.

Capt. Wallace occupied a large church at the west end of and near the mouth of the gap, and Capt. Smith held a log house about a hundred yards distant, both positions commanding the gap. Jones was compelled to capture or dislodge the little band before he could pass. His troops made three gallant charges, but were each time repulsed with great loss, especially on the second charge. The Rebels, availing themselves of the darkness, approached and fired the church, but the gallant Irish boys would not even then surrender till the burning roof fell in. The killed and wounded of the Rebels outnumbered our whole force engaged.

Five of the officers out of eight commanding the leading battalion which made the first charge were either killed or wounded. Among the latter, Col. Dulacy, commanding, Capt. Wallace and Smith had only two men killed and four wounded. I counted to-day eighteen dead horses within market range. I most earnestly request the Major-General Commanding to apply to the Secretary of War to have every officer, non-commissioned officer and private engaged in the fight presented with a medal, in recognition of the gallant deed.

THE BALTIMORE ROAD OPEN TO GRAFTON FROM THE EAST.
The news received last night by Gen. Lighthorn, taken in connection with that received by Mr. Ford yesterday, leaves no room to doubt that travel on the Baltimore Road, clear through from Baltimore to Grafton, is completely re-established.

Troops are now moving this way, and large numbers of them will reach Grafton to-day. The bridges between the east end and the latter place are all repaired.

The Rebel Raid—Wheeling Threatened.
From The Wheeling (Va.) Intelligencer, April 29.

On Monday night at a late hour news reached here that a body of Rebels, numbering about 1,000 men, had moved on from Morgantown, during the afternoon, and were believed to contemplate an advance on Wheeling. The morning train, which came down from Washington brought a confirmation of the news. Col. Boyer, Deputy-Marshal, who lives about two miles from Morgantown, and arrived there in the night. He reported that a cavalry force of 1,500, under Independence, had occupied Morgantown about 3 o'clock on the preceding afternoon. Their appearance was very sudden and unexpected.

The Court, which was in session, had barely time to escape. Senator Willey got away. Col. Boyer says their horses were very much jaded. It seems pretty certain that the force is the one, in part at least, that was at Oakland the day preceding, they having come across by Kingwood. They burned the bridge over Young River, about a mile west of Oakland, also the station at Cranberry Summit.

Death of the President of the Overland Mail Company.
Special Dispatch to the Merchants' Exchange, N. Y. City.

Frederick N. Cook, Superintendent of the Overland mail, was thrown from his carriage at Sacramento on Tuesday, receiving injuries from which he died on Wednesday.

"Dixie," the Richmond correspondent of *The Jackson Appeal* says, that a "fashionable and pardonably curiously" he asked a fashionable tailor what he would charge for a plain suit of black clothes, to which he promptly replied \$250.

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News Received in Philadelphia.
PHILADELPHIA, Saturday, May 2, 1863.

Intelligence from Western Virginia has been received. All of Major Sheveller's command of the 6th Virginia Regiment—600 men and four pieces of artillery—arrived at Pittsburgh in a special train from Uniontown, via the Connellsville road, at 2 o'clock this morning. They left immediately for Wheeling by boat.

The military authorities seem convinced that Wheeling is the object of attack, and troops are being concentrated there.

The reports state that Mulligan lost 250 men taken prisoners, but escaped with his artillery.

The Rebels at Fairmount are said to be 12,000 strong.

The Baltimore and Ohio Railroad.
BALTIMORE, Saturday, May 2, 1863.

We are now able to report positively that the crisis with the Baltimore and Ohio Railroad is past. The Rebels have all left it, moving southward, and our military forces, in great strength, are following and endeavoring to intercept them.

The extent of the injury done to the road is now known. The line is intact, from the Monongahela River, three hundred miles distant, to Baltimore. The damage to the main stem is confined to the large iron bridge, one mile east of Fairmount, and to five unimportant bridges within thirty miles west of it. Three bridges on the Parkersburg branch, within twenty miles of Grafton, were also destroyed. The track is unimpaired, except at these bridges.

The telegraph lines are all fully repaired and in use. The bridges will all be renewed within five days—temporarily, but effectively.

It is expected that all the regular passenger trains will be resumed on Monday next, and the freight trains also. The passengers and freight will possibly have to be transferred, for two or three days, at the Monongahela Bridge. It is thought that the Parkersburg line can be put in full order by Tuesday or Wednesday next.

Fight at Greenland Gap.
The following dispatch was received on Tuesday from Gen. Kelley by Lieut.-Col. Chesborough, of Gen. Schenck's staff:

GREENLAND GAP, HANDBURG COUNTY, Va., Tuesday, April 28, 1863.

To Lieut.-Col. Chesborough, A. G. O.

The affair at this place on Saturday was one of the most brilliant since the opening of the war. Greenland Gap is a pass through the Knobley mountain, only wide enough for the road and a small mountain stream. This Gap was guarded by Capt. Wallace, 2d Illinois, with a detachment of Company G, 2d Illinois, and a small detachment of Company H, 13th Virginia Infantry. Capt. Smith, in all between 70 and 80 men.

FROM SAN FRANCISCO.

TERRIBLE STEAMBOAT DISASTER.

Forty Persons Killed and Twenty Wounded.

San Francisco, Friday, May